

# **APPENDIX J**

## **AGENCY COORDINATION**

***NORTHROP GRUMMAN***



Michael T. Johnson  
FAA MASE EA  
C/o NGIT, MS C3.02  
12005 Sunrise Valley Drive  
Reston, VA 20191  
November 2, 2005

**Mr. Brian D. Conway, SHPO**  
Michigan Historical Center  
702 West Kalamazoo Street  
P.O. Box 30740  
Lansing, MI 48909-8240  
Phone: 517-373-1630  
Fax: 517-335-0348  
E-mail: [conwaybd@michigan.gov](mailto:conwaybd@michigan.gov)

Dear Mr. Conway:

In accordance with the National Environmental Policy Act of 1969 (NEPA), the Council on Environmental Quality (CEQ.) implementing regulations, and Federal Aviation Administration (FAA) orders, an Environmental Assessment (EA) is being prepared to consider the potential environmental impact of Air Traffic Control (ATC) procedural changes in and near the Cleveland and Detroit Metropolitan Areas, as well as high altitude airspace routes that facilitate integration of air traffic control (ATC) procedures over a wider, high altitude multi-center (i.e., Air Route Traffic Control Center) airspace environment.

The Proposed Action for this EA focuses on the reconfiguration of the airspace system in the Cleveland and Detroit Metropolitan areas, along with high altitude en route air traffic routing in accordance with the Midwest Airspace Enhancement (MASE) airspace redesign. Apart from the 49 high altitude en route airspace changes outside of the Cleveland and Detroit Proposed Areas of Potential Effect, this EA is evaluating the potential noise and other impacts of 109 Cleveland and Detroit specific aircraft route (i.e., flight track) changes proposed in the MASE for the Terminal Radar Approach Control (TRACON) airspace generally below 12,000 feet above mean sea level (MSL). Per FAA policy in FAA Order 1050.1E "Environmental Impacts: Policies and Procedures," noise modeling and environmental impacts analyses are being conducted in the EA for proposed route changes that would be at and below an altitude of 10,000 feet above ground level (AGL). This required noise analysis altitude translates into a conservative 12,000 feet (MSL) noise analysis ceiling given the maximum terrain elevation within the MASE environmental study area.

As there are interactions and interdependencies between aircraft operating at altitudes below approximately 12,000 feet MSL with those flying at higher altitudes on intercontinental routes, efficient flow of aircraft operating in both airspace areas is integral to the smooth operation of the national air transportation system. In fact, the higher altitude airspace located above the Cleveland and Detroit Metropolitan Areas is the busiest in the United States due to the number of aircraft traversing the area on regional and intercontinental routes. As a result, the use of more efficient routings for aircraft operating in the lower-altitude airspace, as proposed in the MASE environmental study area, is integral to the FAA's ability to integrate procedures for a more seamless, less congested operation of the nationwide air traffic system.

Attached are three maps showing; 1) the Environmental Study Area, and 2-3) the Areas of Potential Effect (APE) that are anticipated for the Proposed Action. The proposed APE depictions are defined by areas of potential change in noise exposure due to the Proposed Action as compared to the No Action Alternative. Note that in the case of the APE depictions for Detroit Metropolitan Wayne County Airport and Oakland County International Airport, from a noise analysis perspective, the pink areas denote where noise resulting from the proposed action would be less than a 1.5 DNL increase in a 65+ DNL area as compared to the no action alternative. Note that the proposed action does not include the construction or alteration of any structure or property. As a result, the proposed action would seem to result in no adverse effect to properties listed in the National Register of Historic Properties.

The FAA, as lead agency for the Proposed Action, intends to use the EA process and document to initiate the Section 106 process in compliance with requirements as defined by the Advisory Council on Historic Preservation's regulations, "Protection of Historic Properties," under 36 CFR Part 800.

If you have comments that should be considered in the preparation of this EA or require additional information, please communicate them in writing to me.

Should you anticipate no adverse impacts in your state or area of concern due to the Proposed Action and require no further consultation, please forward written verification that no additional consultation is necessary within 30 days of receipt of this letter. If we do not receive written notification from you indicating that no further consultation is required, we will assume that you have no concerns in reference to your responsibilities under the Section 106 consultation process. Thank you for your time and consideration.

Very truly yours,

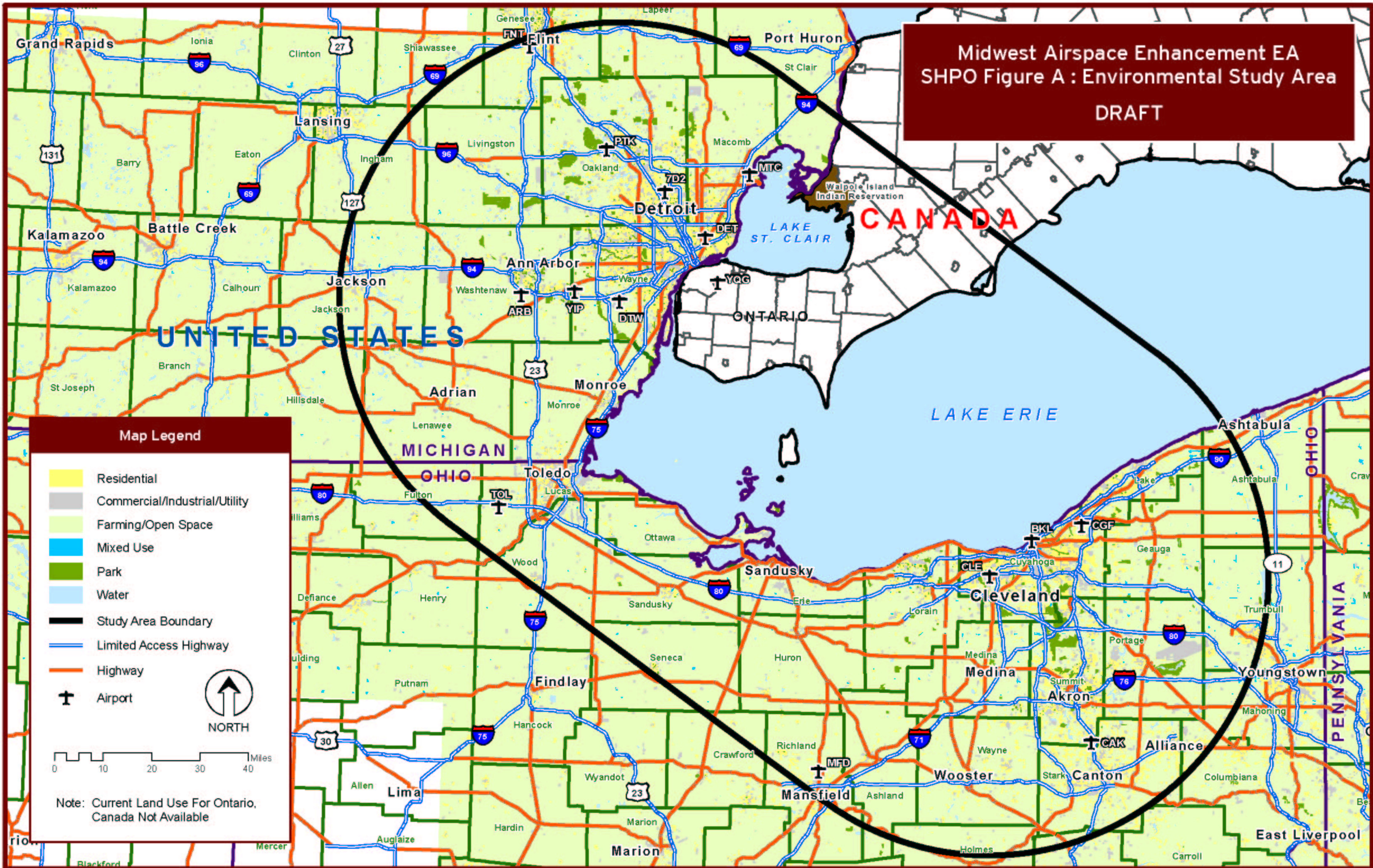


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Enclosures:    1.) Environmental Study Area  
                     2.) Area of Potential Effect Graphic (Detroit Metropolitan Wayne County Airport)  
                     3.) Area of Potential Effect Graphic (Oakland County International Airport)



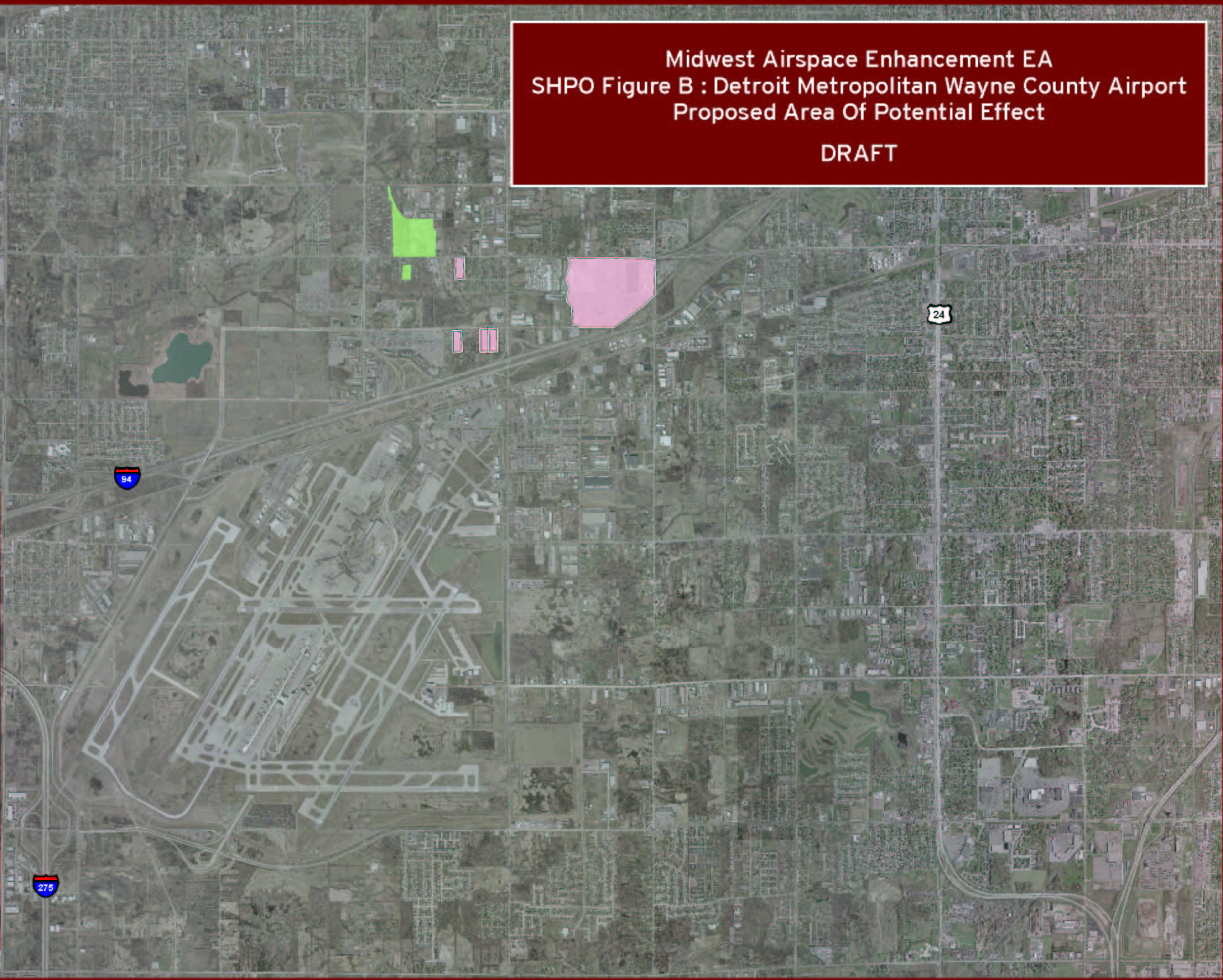
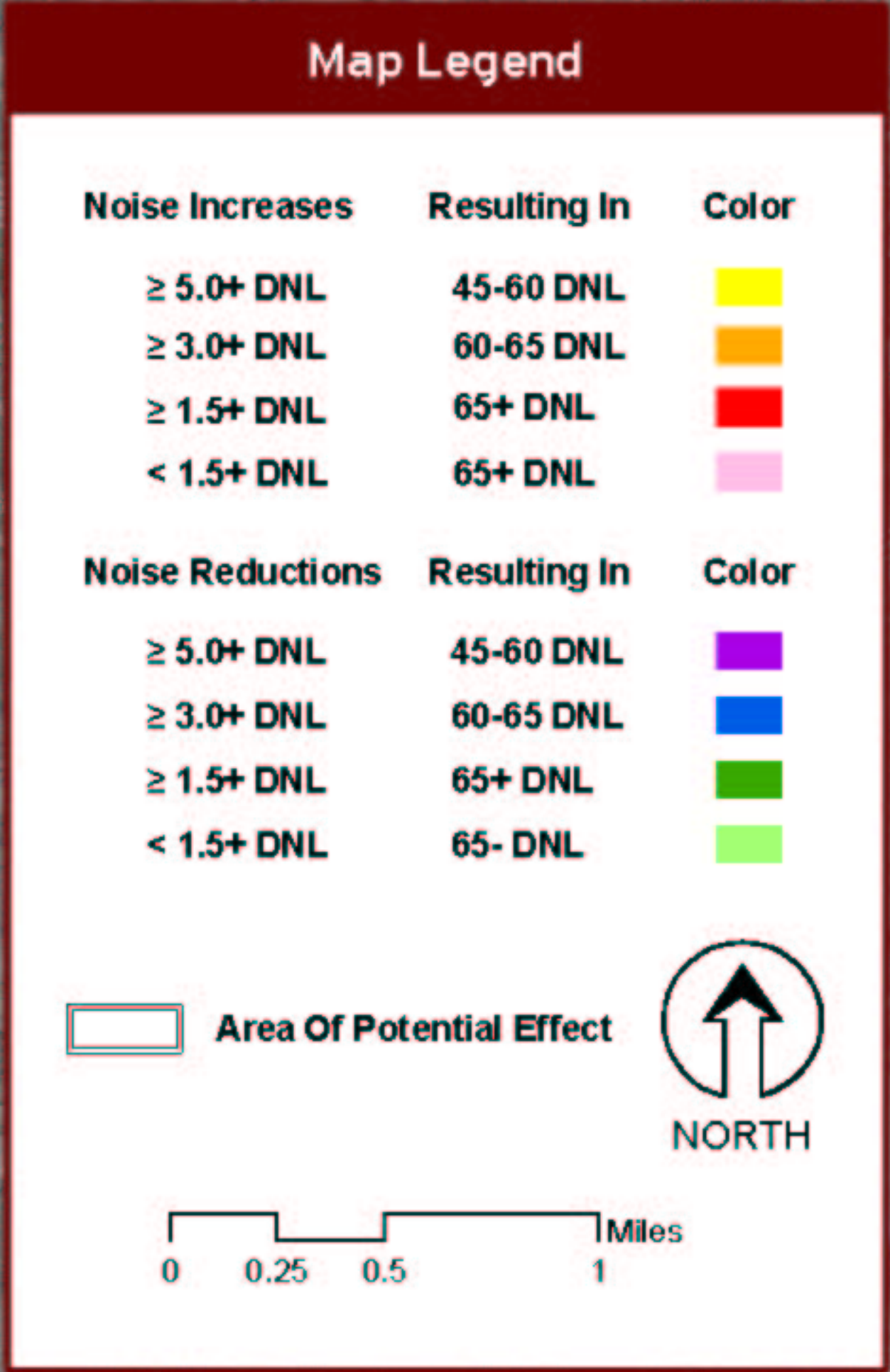
Midwest Airspace Enhancement EA  
SHPO Figure A : Environmental Study Area  
DRAFT





Midwest Airspace Enhancement EA  
SHPO Figure B : Detroit Metropolitan Wayne County Airport  
Proposed Area Of Potential Effect

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Midwest Airspace Enhancement EA  
SHPO Figure C : Oakland County International Airport  
Proposed Area Of Potential Effect

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Pontiac Lake Rd

Airport Rd

59

59

Map Legend

Noise Increases	Resulting In	Color
≥ 5.0+ DNL	45-60 DNL	Yellow
≥ 3.0+ DNL	60-65 DNL	Orange
≥ 1.5+ DNL	65+ DNL	Red
< 1.5+ DNL	65+ DNL	Pink

Noise Reductions	Resulting In	Color
≥ 5.0+ DNL	45-60 DNL	Purple
≥ 3.0+ DNL	60-65 DNL	Blue
≥ 1.5+ DNL	65+ DNL	Green
< 1.5+ DNL	65- DNL	Light Green

Area Of Potential Effect



0 0.125 0.25 0.5 Miles



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November 2, 2005

**Ms. Rachel M. Tooker, SHPO**  
Ohio Historic Preservation Office  
Ohio Historical Society  
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Columbus, OH 43211-1030  
Phone: 614-298-2000  
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Dear Ms. Tooker:

In accordance with the National Environmental Policy Act of 1969 (NEPA), the Council on Environmental Quality (CEQ.) implementing regulations, and Federal Aviation Administration (FAA) orders, an Environmental Assessment (EA) is being prepared to consider the potential environmental impact of Air Traffic Control (ATC) procedural changes in and near the Cleveland and Detroit Metropolitan Areas, as well as high altitude airspace routes that facilitate integration of air traffic control (ATC) procedures over a wider, high altitude multi-center (i.e., Air Route Traffic Control Center) airspace environment.

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As there are interactions and interdependencies between aircraft operating at altitudes below approximately 12,000 feet MSL with those flying at higher altitudes on intercontinental routes, efficient flow of aircraft operating in both airspace areas is integral to the smooth operation of the national air transportation system. In fact, the higher altitude airspace located above the Cleveland and Detroit Metropolitan Areas is the busiest in the United States due to the number of aircraft traversing the area on regional and intercontinental routes. As a result, the use of more efficient routings for aircraft operating in the lower-altitude airspace, as proposed in the MASE environmental study area, is integral to the FAA's ability to integrate procedures for a more seamless, less congested operation of the nationwide air traffic system.

Attached are two maps showing; 1) the Environmental Study Area, and 2) the Area of Potential Effect (APE) that is anticipated for the Proposed Action. The proposed APE is defined by areas of potential change in noise exposure due to the Proposed Action as compared to the No Action Alternative. Note that in the case of the APE for Cleveland Hopkins International Airport, from a noise analysis perspective, the red areas denote where noise resulting from the proposed action would be equal to or greater than a 1.5 DNL increase in a 65+ DNL area as compared to the no action alternative. Note that the proposed action does not include the construction or alteration of any structure or property. As a result, the proposed action would seem to result in no adverse effect to properties listed in the National Register of Historic Properties.

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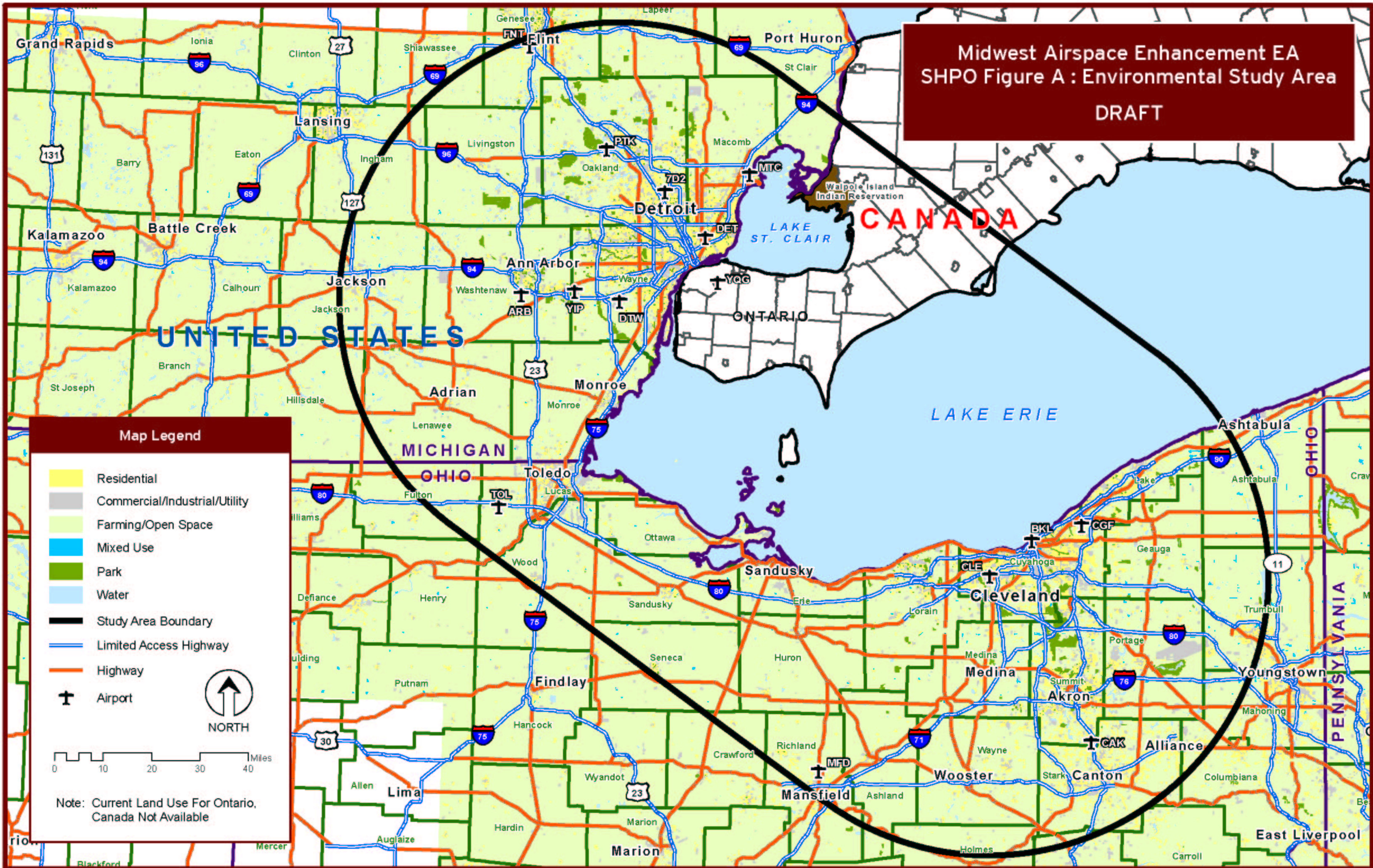


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Enclosures: 1.) Environmental Study Area Graphic  
2.) Area of Potential Effect Graphic (Cleveland Hopkins International Airport)



Midwest Airspace Enhancement EA  
SHPO Figure A : Environmental Study Area  
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Midwest Airspace Enhancement EA  
SHPO Figure B : Cleveland-Hopkins International Airport  
Proposed Area Of Potential Effect

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